



Carolina WingSpan

The Official Newsletter of the
North Carolina Wing
Civil Air Patrol
U.S. Air Force Auxiliary

APRIL 2010

Featured This Month: **Dispatches From The Front** (See Page 3)

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The Enemy Is Us (From Over The Airwaves)

The weather here on the lee side of Lake Erie was unsettled, scattered clouds at 4,500', winds from 340 at 15, gusts 22. Bill and I launched and headed southeastward for a breakfast stop in Dansville, NY. About 10 minutes into the flight, we found ourselves suddenly being boxed in by a rapidly evolving band of lake effect snow showers.

"Where did these come from," my student asked?

"Donno," I replied, as I waited for him to suggest an escape plan.

"What should we do," I asked?

"It looks like we can continue on. I see sunlight coming through the other side," he replied.

"Hmmm, you sure?" He held firm to his plan to continue on to what he did not realize was rising terrain and assorted high towers. I then asked him about back doors we could bolt through if his plan did not work out. He looked around and down.

"Bob, there's plenty of open cornfields below!"

I wondered if he was kidding? **"How about we make a 180 degree turn to blue skies behind us,"** I asked?

"Yeah, we could do that, too, I suppose," came his reluctant reply.

Maybe he was reluctant to show weakness. Or maybe he was just looking forward to breakfast (it was my turn to buy)! Regardless, this hard charging future pilot was hanging his life on the presence of the passing cornfields below. Needless to say, we had a heart to heart during our post-flight debriefing session!



Continued on Page 12...

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Group 5 has a new commander, effective 12 April 2010.

Subsequent to his interview at Wing HQ Saturday afternoon, Maj Rob Mason is the commander of NC-005. Maj Mason recently relinquished command of NC-007 after nearly four years as squadron commander, and moved full-time onto Group 5 staff in his primary assignment as the deputy group commander. During his command tenure in NC-007, the unit was twice awarded the Squadron of Merit and earned the Unit Citation. His personal recognition includes being named Wing Senior Member of the Year in 2007, Aerospace Education Officer of the Year in 2004, and Emergency Services Officer of the Year in 2007.

Maj Mason also serves on the wing staff as the ES Training Officer and the Web Security Administrator. Additionally, he is an Incident Commander, a mission pilot and mission observer. Maj Mason has completed level 3 in the Senior Training Program, and has master ratings in AE, ES and IT.

Maj Mason holds a four-year degree in Computer Science from the University of Southern Mississippi. He is an eight-year US Army veteran and earned the coveted Special Forces (qualification) tab. In his civilian life, Maj Mason operates his own business where he is President of A C Tech, Incorporated, located in Fayetteville, NC.

The former Group Commander, Maj Kay, performed his dual-hatted duty as GP5/CC and NCWG/CS in an outstanding manner, and he is now our full-time NC Wing Chief of Staff. The formal change of command between Maj Kay and Maj Mason will be on 8 May at the NC Wing HQ during my Commander's Call.

--

Roy W. Douglass, Col, CAP
Commander
North Carolina Wing

Dispatches From The Front

The fighting season is about to begin again in Afghanistan. This is not to imply that war takes a break in this rugged country, rather I merely note the warmer weather and the end of spring planting are conditions for renewed fighting this coming summer. I write this as the war in Afghanistan is a good example of how the world is divided into three very distinct groups – sheep, wolves, and sheep dogs.

This concept of prey, predator, and protector was eloquently addressed by Lieutenant Colonel (Retired) Dave Grossman, a former Army Ranger, Ph.D., and author of the seminal work *On Killing*. In his book, Colonel Grossman writes, “Most of the people in our society are sheep. They are kind, gentle, productive creatures who can only hurt one another by accident...the majority of the world’s peoples are sheep.” Grossman’s use of the word sheep is not to be misconstrued as an insult, he merely uses the analogy as an example of passive creatures, which are productive, keep to themselves and do no harm to others.

On Killing also describes the predators – the wolf. “The wolves feed on the sheep without mercy,” Grossman writes. He quotes a veteran who once said, “Do you believe there are wolves out there who will feed on the flock without mercy? You better believe it. There are evil men [and women] in this world and they are capable of evil deeds.” Such is the character of the Taliban, Al Qaeda, and other terrorists here in Afghanistan. Predators prefer to feed on the weak, fearful, and helpless. The wolf seeks out those who cannot or are unable to help themselves. The recent mass poisoning students at an Afghan girl’s school by terrorists highlights this unsettling reality.

Finally, Grossman shows us that every flock has a protector – the sheep dog. While the sheep dog has fangs and the power to kill, the sheep dog must not, cannot and will not ever harm the sheep. It is the sheep dog’s empathy for others and the understanding there are monsters in the night that set him or her apart from the wolves that roam the earth. Such is the fortitude and spirit that drives Afghan and Coalition warriors fighting the Taliban; the men and women behind a badge who police our streets and neighborhoods, and gives fire fighters the courage to face a six-alarm apartment fire without hesitation.

For centuries Afghanistan has been a battleground for empires, many led by wolves, seeking to subjugate the people of this region. Today the sheep dogs are taking a stand against the predators of the night...and it is the wolves that are now afraid.

Lieutenant Colonel Jayson A. Altieri is currently assigned to the 82nd Airborne Division in Afghanistan. His wartime deployments include one tour in Iraq and two tours to Afghanistan. The opinions express here are his own and not the United States Army or the Department of Defense.

Jayson A. Altieri

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Afghan Child Waits For Doctor



U.S. Army Sheepdog

Carolina WingTips

Change of Command For Raleigh-Wake Cadets

I'm pleased to announce that Raleigh-Wake has a new Deputy Commander for Cadets. Capt. Terri Zobel has taken over command of the Cadet Program in addition to her on-going duties as Commander of Southeast Raleigh HS Squadron. She relieves the outgoing Deputy Commander Lt. Col. Al Therriault. Capt. Zobel has been training for the position since fall and has been fully prepared by Col Therriault. She will have very large shoes to fill, as Col. Therriault has been an Outstanding Deputy in addition to running Cadet Programs for the Wing. Please give her all the support you can. I know she is up to the task.

As Col Therriault prepares to relocate out of state, he will still be assisting with the Cadet Program. I can't begin to describe how grateful I am to Col Therriault, his presence has been a stable and extremely positive influence for a long time. Raleigh-Wake Cadets (current and former) owe a lot to his awesome cadet program.

In addition, Raleigh-Wake has a new Cadet Commander. C/Capt. Kyle Zobel relieves C/Capt. Stephen Coogan. I want to congratulate and thank Capt. Coogan, who has also done an outstanding job, and actually remained as Commander for an additional 3 months to assist with the transition. Cadet Zobel has worked hard to prepare for this position, I know you will give him all your support as well.

Again, I wish to thank the outgoing commanders and welcome the incoming command staff. We are working on some new initiatives that will help propel Raleigh-Wake Cadet Program to new heights. Stay tuned.

Tim Tessin, Maj, CAP
Commander, Raleigh-Wake Composite Squadron
North Carolina Wing

Commander's Call on May 8, 2010

This is a reminder of the scheduled Commander's Call on 8 May 2010. All commanders, directors and primary staff officers are expected to attend these quarterly scheduled calls..

The second quarter scheduled commander's call for all unit and group commanders and the wing staff will begin at 0930 hrs in the auditorium. Following the opening, recognition and other ceremonies there will be a Duke University guest speaker presenting Professional Development information for all attendees in the auditorium beginning at 1000 hrs.

All commanders will receive an agenda via e-mail in advance of the Commander's Call. The prescribed uniform of the day is USAF-style blue service uniform, the CAP corporate uniform, or the CAP blazer/white aviator shirt-style uniform. No polo shirts, BDU or flight suits should be worn at this particular commander's call. An agenda will be e-mailed to all commanders and wing staff officers in advance of the call.

While this is the Wing Commander's Call, unit commanders should remind their members that any CAP member is invited to attend the call and morning presentation.

Roy W. Douglass, Col, CAP
Commander
North Carolina Wing

Raleigh-Wake NC-048 To Host July SAREX

Raleigh-Wake Composite Squadron will be hosting a wing wide SAREX on July 17. It was previously reported as June. Please update your calendars and indicate your plans to attend.

Shawn McComas, Capt, CAP
Operations Officer
Raleigh-Wake Composite Squadron, NC Wing

A Miraculous Rescue

By Paul Bertorelli (Submitted to Carolina WingSpan by Maj. Craig Winklemann, NC-048)

Most of us don't think much about what happens when an aircraft goes down and the local authorities have to find it and rescue or recover occupants. This is, at best, an uncertain, time-consuming process. At worst, it's a chaotic mess that yields no results.

But as Chief Daniel George once said, sometimes the magic works as it certainly did for the occupants of a Cessna 172 in Idaho last week. Reader Mark Mason sent us the details. At 7 p.m. on Tuesday night, the pilot of the Skyhawk called the Idaho Falls Regional Airport to declare an emergency following an engine failure. The airplane landed successfully on a hard-packed snowmobile trail near the intersection of two roads.

According to Mason's information, a CAP aircraft was in the area on a training mission and was able to make contact with and spot the aircraft on the ground. Eventually, 11 snowmobiles, two ATVs and a SnowCat were sent to rescue the couple. Total elapsed time: an hour and 45 minutes.

Kudos to the CAP and the Bonneville County Sheriff's office for pulling this off so quickly. Although it sounds easy, when agencies are handed a rescue case on a platter—as they were here—interagency coordination and bureaucracy can turn a slam dunk into a goat rope. That didn't happen here and it's worth noting. Good training and disciplined procedures actually work.

The takeaway, however, isn't how well the agencies worked, it's a line in a report from one of the CAP participants: "The two people in the airplane had no survival gear....there is no way they would have been able to walk out and might not have survived the night."

I am unable to confirm if this is true, but whether it is or it isn't, this incident should serve as a reminder for everyone that in an aircraft accident, you can't count on rescue in under two hours. It may be more like two days. So your initial survival depends on what you carry with you in the airplane.

I think pilots tend to err on the unprepared side, thinking that a short flight over the next ridge or 40 miles through the desert is close enough to civilization to obviate the need for survival gear of any kind. So they depart in shirt-sleeves. This is a mistake. Although it doesn't happen often, the absence of the most basic survival gear has resulted in fatalities that would have otherwise been survivable.

While I'm not a big believer in packing a 100-pound survival pack, I do think a basic medical kit, signaling equipment and warm clothing during the winter is a must, even in places like the populated northeast. In the mountainous states or in remote areas—the middle of North Dakota comes to mind—a routine flight can turn into a life threatening event in the blink of an eye. What you carry in the airplane can determine whether you live or die.

MER Search and Rescue College—LAST CALL For Registrations

Reminder: The registration deadline for MER SAR College is 5 May 2010. College will be held 14-16 May 2010 at Ft Pickett VA. Register online now at www.mersar.com.

DAVID E CRAWFORD, Lt Col, CAP
Director of Operations
North Carolina Wing



Aerospace Day is coming up soon—Saturday May 29th

Burlington HQ

Rockets

O-Rides

A/E Quizzes

GPS –NAV

CADETS:

Bring your rockets and study the test. You can be signed off on the hands on, the written and module # 4 on both the Titan and Saturn stages of the rocket program. A testing officer will be available. We will offer cadet o-rides all day (weather permitting).

Have fun. Test your knowledge and skills in the Aerospace Education.

Lunch - Six dollars (\$6.00) (hot dogs and hamburgers) or you may go out.

OFFICERS:

if you are coming, how many Cadets you are bringing and if you will be driving a CAP van. Please respond even if you are not coming.

The Uniform for Cadets is BDU's. Bring your CAPF-60 and ID Cards

AGENDA

Time	Activity	Duty Officer
07:30	Sign in desk opens	Admin
08:00	Post the colors	Ranking Cadet
08:30	Pledge / prayer	Ranking cadet / Chaplain
	Opening Remarks	CS and DAE
Safety Brief	open	
DDR Talk	open	
0900-1300	Model Rocketry Events	Major Williams
1200-1300	Lunch	Double Deuces
1300-	A/E Competition-Based on Journey of Flight and Aerospace Dimensions	open
	GPS Hunt Competition	open
0900-1600	O-rides	open

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These photos have been floating around the Internet for a while. I thought you might like to see them again. They were taken just before the arrival of Katrina! DP



Civil Air Patrol Conducts “No-Notice” Search and Rescue Exercise (SAREX)*

Mission Base Calls for Five CAP Aircraft and Aircrews

April 11, 2010

Asheville, NC – Shortly after 6:00 a.m. 11 April 2010 commanders (ICs) were alerted to a No-Notice exercise by Maj. Joe Weinflash, Supervising Incident Commander. At 7:03 a.m., after a mission staff was organized and assignments given, Weinflash called for five CAP aircraft and aircrews from various locations across the state.

According to Weinflash, this is a dress rehearsal for an Air Force Evaluated SAREX on a later date to be announced. “Maintaining our overall readiness and response time is critical to our mission. When aircraft go missing, or severe storms blow through the state, it is seldom at a convenient time,” he said.

“The NC Wing uses a combination of e-mail and text messaging to alert our members,” Weinflash added.

Capt. John May served as co-planner with Weinflash for the exercise. “We will analyze the results we gathered today and if we find ways where we can improve our response we’ll be addressing this,” May said.

Director of Operations for NC, Lt. Col David Crawford, stated that as of March 31, 2010, the NC Wing now ranks third in the nation for aircraft utilization. “We are putting an average of 120 hours on each of the wing’s 10 aircraft,” he said.

Weinflash said that all five aircraft with aircrews responded for the alert. “These aircrews completed six sorties successfully,” he said.

Donald S. Penven, Capt, CAP
Director of Public Affairs
North Carolina Wing

CLC in Charlotte—June 4-5, 2010

Group Four is offering a Corporate Learning Course (CLC) on June 4 & 5, 2010 in Charlotte, NC. The course director is Major Wilson Grooms. The course will be taught from 1800 to 2145 Hrs Friday evening, Jun 4, and 0830 to 1700 hrs on Jun 5. Location will be the same CBS Radio Station we used for our Dec, 2009 SLS. 4015 Stuart Andrew Avenue, Charlotte, NC 28217. This is an outstanding facility with a large conference room and a nice kitchen. We will have the entire building to ourselves.

Cost will be \$10.00 per person and this will cover drinks and snacks plus necessary course materials.

Please send your squadron commander approved CAP Form 17 to Maj. Grooms at Wil.Grooms@cem.com

We have not had a CLC in the Charlotte area in many years, so I expect the class to fill up fast. This could well be a "If you snooze, you lose" situation. You must have completed a previous SLS or received credit for a military school equivalent.

For questions, email Maj Grooms.

Don R. Edwards, Col, CAP
Commander
Group IV, NC Wing

Announcing the 2010 Summer Encampment at Camp Butner National Guard Training Center, North Carolina

Due to the brand new location of our encampment, things will be run a bit differently than they have in years past. All required training in accordance with CAPR 52-16 will be met in addition to Emergency Services training for those who apply. There are several specialty tracks to choose from, with most correlating to an Emergency Services qualification. These tracks are Basic Ground Team, Advanced Ground Team, Mission Base/Communications, and Flight Line Marshaling. For those looking for a more traditional encampment experience, there will be a standard Drill&Ceremonies flight. Activities will include a rappel tower, obstacle course, firearms familiarization, weapons simulators, orientation flights, and other activities to be announced.

To apply, complete the following forms. Please fill them out completely as possible. Make sure that all signatures are completed.

Submit to:
North Carolina Wing Headquarters
PO Box 2082

Say Again, Please

Approaching my home airport with easterly winds, runway 7 is usually available:

Me:
"Tower, Cirrus 504PG, 10 miles west. Request 7."

Tower:
"Cirrus 504PG, report midfield, downwind, 7."

Me:
"Uhh — Cirrus 504PG is 10 miles west, inbound for 7."

Tower (realizing the mistake) :
"Let me turn my monitor around. O.K., Cirrus 504PG, report three-mile final for 7."

Middle East Region Conference Awards

I am pleased to announce that Lt Col Bonnie J. Braun was selected as Middle East Region's Senior Member of the Year and **C/Col Olivia A. Barrow was selected as Middle East Region's Cadet of the Year**. Both individuals are highly deserving of these awards, and represent the best of the Middle East Region.

The Burlington Composite Squadron of North Carolina Wing was also the MER winner of the 2010 Squadron of Distinction. Together with the Senior and Cadet of the Year, all three awards were given at this year's Middle East Region Banquet.

In addition, as previously reported, the following individuals or groups were also selected for 2009 of the Year Awards:

AE Officer of the year - Capt James Sedberry, NatCAP Wing

John V Sorenson Cadet Program Officer of the Year - Lt Col Phillip Sever, VA Wing

Communication Officer of the Year - Capt Kertis Henderson, NC Wing

Chaplain of the Year - Lt Col Richard Bower, MD Wing

Character Development Officer of the year - 2d Lt Michele Tober, NatCAP Wing

Finance Officer of the Year - 1st Lt John Greene, NC Wing

Col Dion E DeCamp Ground Team of the Year - Burlington Com SQ, NC Wing

Col Edwin W. Lewis Jr Incident Staff Member of the Year - Lt Col Eugene Thorn, WV Wing

Inspector General of the Year - Capt Arleen Hoffman, WV Wing

George Texido Legislative Officer of the Year - Lt Col Rory Garnice, MD Wing

Property Manager of the Year - Lt Col John Davies, NatCAP Wing

Col Rober Payton Public Affairs Officer of the year - Capt Christopher Colvin, VA Wing

Safety Officer of the Year - Capt Harold Conrad, DE Wing

Paul T. Turner Safety Award of the Year - North Carolina Wing

Torch Award (for Senior Member mentor of Cadet of the Year) – Lt Col Pamela J. Landreth-Strug

Brewer (Cadet) Award Nominee - Cadet Haley Blevins, MD Wing

Brewer (Ind/Org) Award Nominee - George DeFilippi

Brewer (Senior) Award Nominee - Capt Lewis Craddock, WV Wing

Brewer (Lifetime) Award Nominee - Lt Col John Johnson, MD wing

Congratulations to all award winners! All have been forwarded to National Headquarters for consideration of a National award, and I wish each one good luck in that selection process.

Joseph R. Vazquez, Col, CAP
Commander, Middle East Region

New NCWG Spaatz Cadet

I would like to congratulate North Carolina Wings newest Spaatz cadet C/Col Kyle M. Backhus of the 111th Search and Rescue Squadron. He has been an outstanding member and great leader to our program. C/ Col Backhus has attended Cadet Officer School and National Flight Academy just to name a few. I look forward to this young mans future and what he will bring to our country and civilization.

Michael J. Staples, 1st Lt, CAP
Squadron Activities Officers
MER-NC-111

I wish to congratulate North Carolina Wings newest Spaatz award recipient. I wish C/Col Kyle M. Backhus of the 111th Search and Rescue Squadron my best as he continues to grow in his CAP career and brings his knowledge to up and coming cadets.

William M. Ryan, Maj, CAP
Director of Cadet Programs
MER-NC-001

ME REGION AEROSPACE EDUCATION OFFICER'S SCHOOL

Here is your opportunity to learn more about being an effective Aerospace Education Officer. Find out how you can involve more of your cadets and seniors in exciting experiences with aerospace topics.

Are you off-course with the Rocketry Program? Can't tell a Brewer Award from an AEX Program? Don't know where to look to see the International Space Station? Now's your chance to find out and have fun at the same time! Through this hands-on school you will feel the satisfaction of practicing new aerospace education activities and finding out how you can use them back in your own squadron or wing! By attending this three-day learning event you can work to bump up your AE Specialty Track rating and make progress toward your Scott Crossfield Award. But more importantly, you'll strengthen your knowledge of the many aerospace education resources CAP provides to help you do your job. Take away megabytes of materials you can use or modify. Be sure to bring your own collection of favorite demos or lessons to share with others. If you come with a laptop, you can use it to tour outer space and poke around airplane engines. Work on tidying up your Continuity Notebook. (If you have one, bring it along with you.)

The Middle East Region Aerospace Education Officer's School will be held at the Glenn L. Martin Learning Center, Baltimore, MD,

17-19 June 2010, at a very reasonable cost that covers tuition, materials, and meals. Discounted cost thru 30-APR-10 \$45 Regular cost 1-MAY-10 to 31-MAY-10 \$55 Late cost 1-JUN-10 to 10-JUN-10 \$65

Housing will be at nearby Aberdeen Proving Grounds for \$65/night (which you can split if doubled up.) Sign up with a CAPF 17, approved through your chain of command, and forward with tuition payment and housing needs to Sherry McManus, MD Wing Administrator, 7427 Zachary Lane, Glen Burnie, MD 21061-3252. Questions?

Contact the Director, Maj BOB BEICHNER (rbeichner@mer.cap.gov). We'll make housing arrangements for you and you can pay for that upon arrival.



Playing out the scenario . . .

I asked my student what he would do if he were alone and found himself suddenly surrounded by visually obscuring snow showers? With no reference to a horizon or sight of the perceived safe haven of still-frozen cornfields below, I asked if he could save the day. I received no response.

This was no academic "what if" question. Bill had just encountered the very real scenario we were talking about. He could easily visualize what could have been a *near death* experience in ways that cannot be replicated in classroom discussions, flight school simulator, or by reading his pilot training manual.

As Bill's scheduled flight lesson was coming to an end, it was apparent that Bill would be soon giving up the notion of using cornfields as back door options to unpredicted changes in the weather. That is because Bill would not be signed off for his private pilot check ride until he could safely extricate himself from inadvertent continued VFR flight into IFR conditions - real, not simulated!

Equally important, Bill quickly learned that the private pilot certificate alone is equivalent to an 8th grade education in a 21st century society. It gives him a license to fly, but not to survive in the reality of the REAL world. This real world applies to those who fly around the Great Lakes, or the dense air traffic eastern seaboard, or in the mountains, or along the fog-prone coastal areas around Boston and San Francisco, or the high density altitude plains states, around the moisture-rich, hot areas of the southeast where thunderstorms emerge faster than popcorn in a microwave. I guess that covers pretty much everywhere!

If the enemy is us, who are we?

The "we" described here are not the folks that set the required flight training standards (FAA). There are problems there, but if changes come, we might not like what we get! Nor is it the GA aircraft manufacturers. On the contrary, Cirrus Design, Diamond, Columbia Aircraft, and the legacy builders like Cessna, Piper, and Beech have all given us the safest, best designed airplanes possible.

What about the GA membership organizations? Are they the "we"? No! While EAA, AOPA, and the other alphabet organizations are all doing their best to keep a positive "spin" on GA safety, they are not to blame for the problem.

No . . . there are only two groups who represent the enemy. One group is the flight training community. The other is we, the GA pilot community. Each of these two groups holds the key to improved GA flight safety. One group is the rubber, the other is the road. We can get no closer to the problem than right there!

So what should we be doing?

Reasonable people believe that for every problem there is a solution. We are reasonable people, so let's have a look at possible solutions to GA's chronic flight safety problem.

For the Flight Training Community:

For we flight schools and independent flight instructors, we need to stop using the Practical Test Standards (PTS) as a teaching tool instead of a measure of achievement for which it was intended.

Similarly, we should stop teaching *blind* obedience to regulations that are far too voluminous or too vague for any mere mortal, much less a private pilot, to memorize and interpret. Instead, we need to make FAR compliance the bi-product of sound aeronautical decision-making (ADM) and proper training, not the other way around.

Developing sound ADM skills does not mean canceling flight training anytime the winds kick up to 15 or 20 knots, or when the ceiling lowers to published instrument minimums, or when thunderstorms appear ANYWHERE in the forecast, or if the cloud temperatures are below freezing. Nor do we develop sound ADM skills by limiting training to some practice area and a couple of airports around the home field.

The only ADM skills these practices develop is to remain on the ground about 60% of the time here in the north-east U.S. and in the south, and around the mountains, and on the west coast.

Next, let's not forget what William Ward, Texas Wesleyan University Administrator, once said:

"The mediocre teacher tells. The good teacher explains. The superior teacher demonstrates. The great teacher inspires."

Preparing people to fly today is far too important to leave it to uncommitted CFIs who are building hours to qualify for "real flying jobs" or who work cheap to help flight schools mill out private pilots who are PTS qualified and nothing else! The flight training community needs to inspire safety in addition to teaching maneuvers and procedures.

This requires inspired leadership by and for the flight training community, something which is sorely deficient.